UI Bulletin #163

Subject: Fuel Tank strategy and Auxiliary Tap upfit interface

Model Year(s): 2019 and beyond

Models Affected: Chevrolet Silverado 4500HD, 5500 HD and 6500 HD

Origination Date: March 10, 2020

Revision Date: N/A

ADVISORY:

Condition/Concern:

Some Chevrolet Silverado 4500HD, 5500 HD and 6500 HD Chassis Cab upfits that use an Auxiliary Fuel Port for upfit mounted generators or fuel powered equipment may require an internal tank, fuel tap pickup line.

The following will provide fuel tank strategy for single Mid (NVK), single Aft mounted (N2L) and Dual (NSQ) fuel tank systems, Auxiliary Fuel Taps, and instruction for the addition of internal fuel tap pickup line (if required).

Warning: Refer to Safety, Gases Warnings

Warning: Vehicle is drivable only when fuel tank module and connections are properly secured, no software update required.

Medium Duty SILVERADO FUEL TANK STRATEGY
65 Gal `Dual Tank' RPO-NSQ (Figure A)
25 Gal `Single Mid Tank' RPO-NVK (Figure E)
40 Gal `Single Aft Tank' RPO-N2L (Figure D)

Recommendation:

- 25-gallon `Single Mid Tank' RPO-NVK (Nav15SZP) (Fig. E) sending module Auxiliary Tap includes a draw tube.
- 40-gallon `Single Aft Tank' RPO-N2L (Nav15SZN) (Fig. D) sending module Auxiliary Tap doesn't include the draw tube but has an internal Aux Port. Upfitters can install a tube. Use 5/16" I.D. `Submersible Nylon Fuel Line Hose', (*GM spec- Radilon PA610* or equivalent). AC/Delco #32306 or equivalent. Suggested tube depth 30 mm from bottom of tank.
- 65-gallon (25/40) `Dual Tank' RPO-NSQ (Nav15DSZ) (Fig. A) sending module Auxiliary Tap includes a draw tube on `AFT' Tank.

Warning: Follow recommended GM service instructions for tank fuel sending module removal and installation (see bulletin 149).

Disclaimer: GM Upfitter Integration Technical Bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service and/or modification of a vehicle. These properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. Contact GM Upfitter Integration for information on whether the information is applicable your vehicle.

For Reefer usage

- The forward port (circled in red) (Fig. C) has no connection and could be used for return, however there is no draw tube connected as-is. Reefer installation guides recommend a return tube to drop down into the tank (as most of our engines require), presumably to prevent a siphoning effect. If the drop-down return tube is not mandatory the upfitter can connect to this port, otherwise the fuel delivery module can be removed, and a nylon tube pressed onto the internal fir tree nozzle inside of the tank. Nylon tube should be secured so that it doesn't interfere with float arm.
- For fuel return (Fig. G), a tee adapter with low-restriction check valve to modify the return fuel line connection. Without a check valve, the engine could send warm returned fuel up the return line of the aux. unit or vice versa, which could adversely affect the aux. unit fuel pump, engine fuel pump and fuel tank TSV effectiveness (slower warm-up in cold conditions).

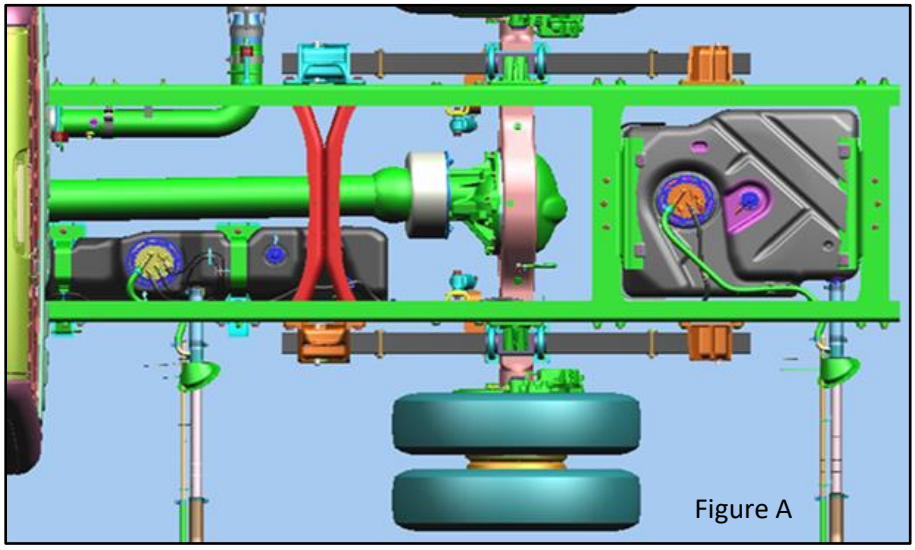


Figure A

Disclaimer: GM Upfitter Integration Technical Bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service and/or modification of a vehicle. These properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. Contact GM Upfitter Integration for information on whether the information is applicable your vehicle.

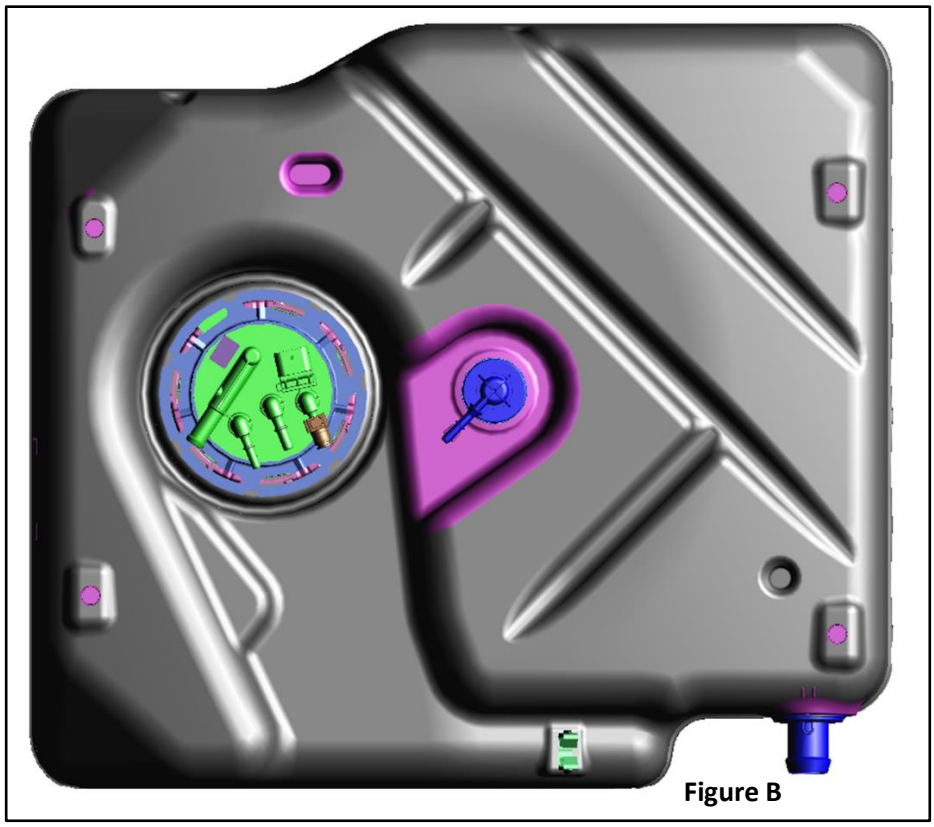


Figure B

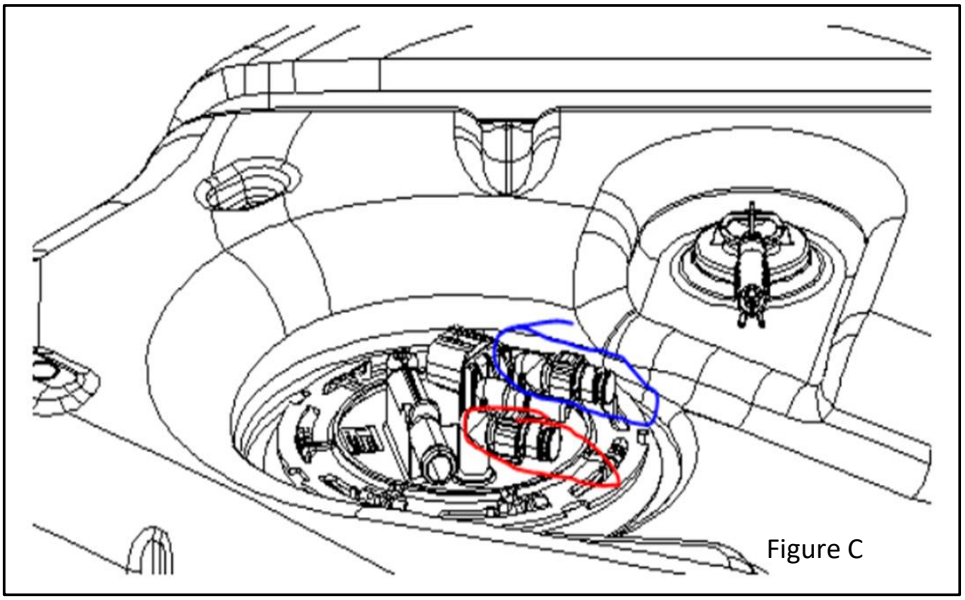
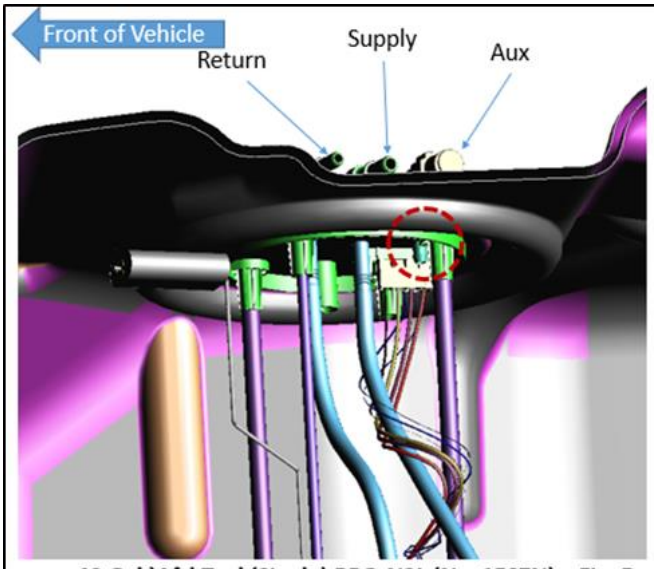


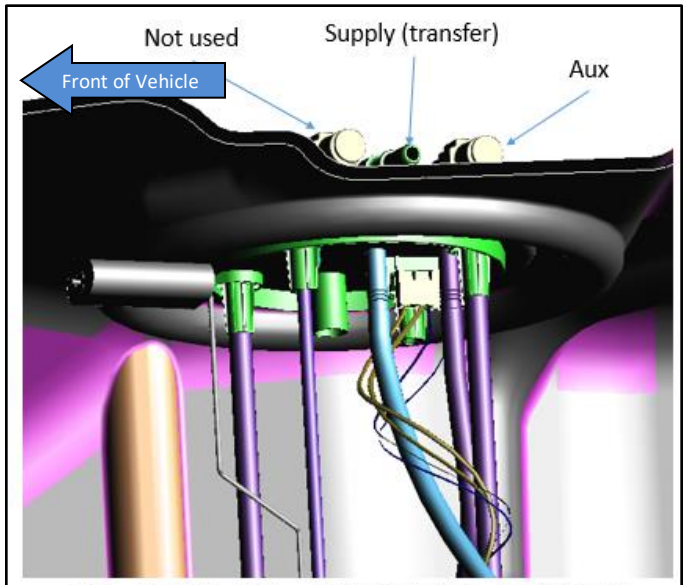
Figure C

Disclaimer: GM Upfitter Integration Technical Bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service and/or modification of a vehicle. These properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. Contact GM Upfitter Integration for information on whether the information is applicable your vehicle.



40 Gal `Aft' Tank(Single) RPO-N2L (Nav15SZN) Fig. D

No OEM Draw Tube, a nylon tube can be installed to fir tree nozzle to allow fuel to be drawn from Aux Port. Suggested tube depth 30 mm from bottom of tank.



25 Gal `Mid' Tank(Single) RPO-NVK (Nav15SZP) & 40 Gal `Aft' Tank(Dual) RPO-NSQ (Nav15DSZ) Fig. E

OEM installed Draw Tube, draws from Aux Port without modification.

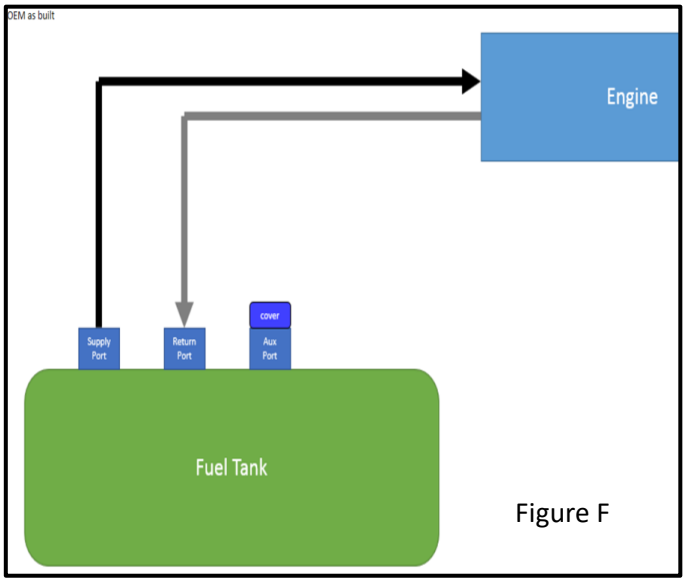
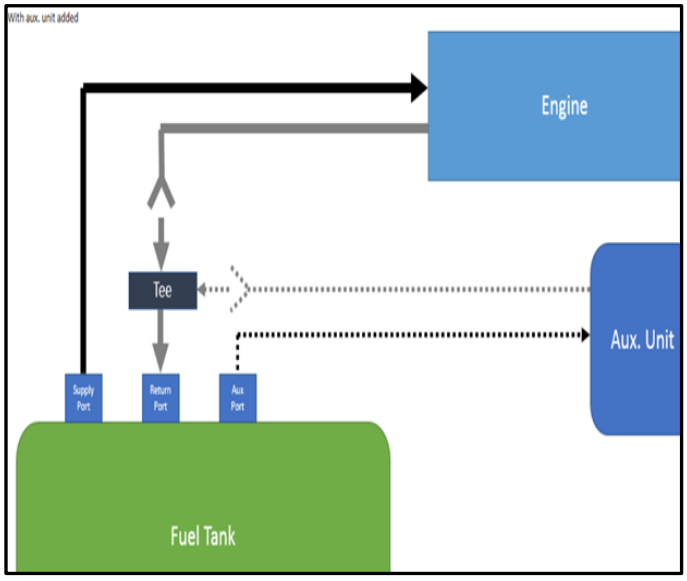
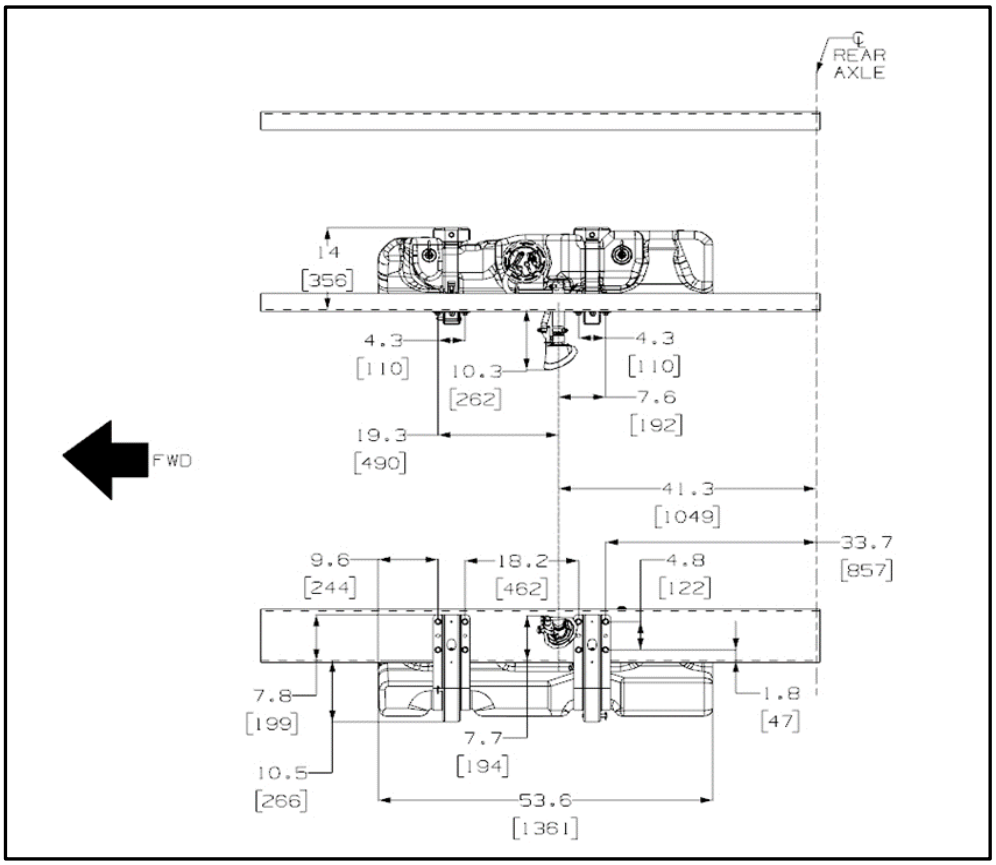
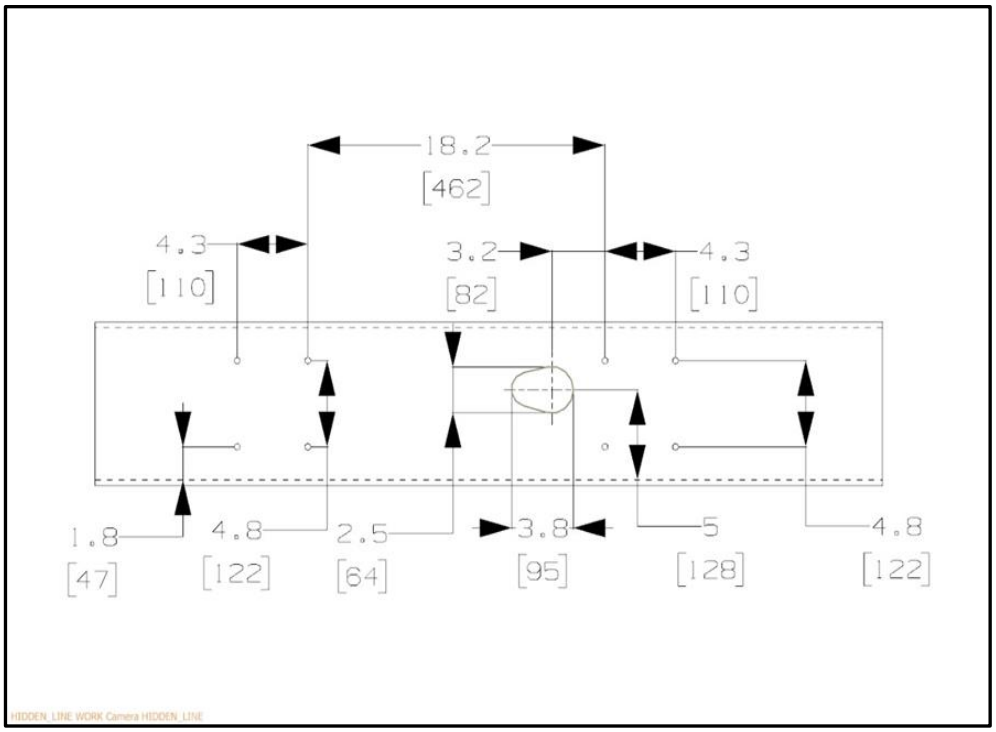


Figure F

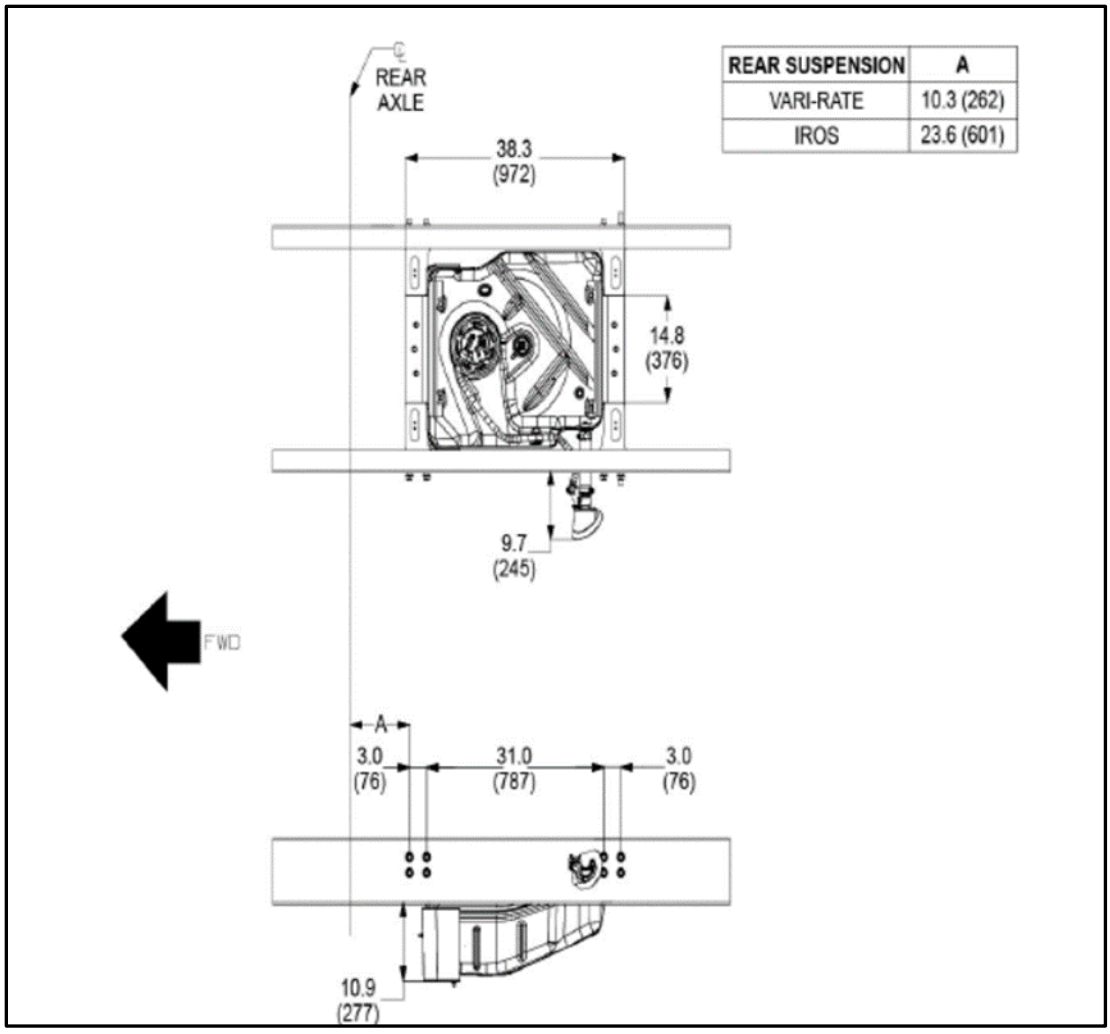


Disclaimer: GM Upfitter Integration Technical Bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service and/or modification of a vehicle. These properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. Contact GM Upfitter Integration for information on whether the information is applicable your vehicle.





Disclaimer: GM Upfitter Integration Technical Bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service and/or modification of a vehicle. These properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. Contact GM Upfitter Integration for information on whether the information is applicable your vehicle.



Disclaimer: GM Upfitter Integration Technical Bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service and/or modification of a vehicle. These properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. Contact GM Upfitter Integration for information on whether the information is applicable your vehicle.